



System Purpose

A fundamental step in asset management is separating the highway system into groups based on like function. State highway groups range from statewide transportation corridors focused on mobility to local connectors focused on access to land and places. Grouping provides a common framework for analysis of condition and performance, investment levels, and operations and maintenance levels. This framework also provides the foundation to establish and communicate goals, performance targets, strategies, and project prioritizations within groups to meet customer expectations with available resources.

Adopting common strategies for highway groups aligns NHDOT's asset management approach with the performance measures of the Balance Score Card (BSC).

System Explanation

Statewide Transportation Corridors (Tier 1 and Tier 2)

Statewide corridors support the highest travel demand and carry passengers and freight between regions in the state and to/from New Hampshire and neighboring states. These 45% of state road miles carry 82% of the state's Vehicle Miles Traveled (VMT).

Regional Transportation Corridors (Tier 3)

Regional corridors primarily support travel within regions and access statewide corridors. Tier 3 roads make up 37% of state road miles and support medium traffic volumes.

Local Connectors (Tier 4)

Local connectors are state owned roads that support travel within and between communities. These 18% of state roads miles support the lowest traffic volumes and traffic speeds.

Local Roads (Tier 5)

Locally owned roadways or State owned roads within Compact limits maintained by communities out number state highways almost 3 to 1. These roadways are often the first and last roads of a trip.

System Overview

State's Highway Tiers

NHDOT has separated highways into four groups comprised of 5 tiers based on their primary function and characteristics:

STATEWIDE TRANSPORTATION CORRIDORS

Highways that provide statewide travel and carry high traffic volume at high speeds



(Tier 1)



Interstates, Turnpikes, and divided Highways

(Tier 2)



Other statewide corridors

REGIONAL TRANSPORTATION CORRIDORS

(Tier 3)



Highways that provide travel within regions, access statewide corridors, and support moderate traffic volumes at moderate speeds

LOCAL CONNECTORS

(Tier 4)



Roadways that provide travel between and within communities, and support low traffic volumes at low speeds

LOCAL ROADS

(Tier 5)



Community owned roadways that provide local access, and support varying volumes of traffic at varied speeds

Note: Compact Highways (state owned highways maintained by communities) are included in Tier 5. Compact Highways can provide the functions of Tiers 1-5.

System Performance:

	# CLM	%	VMT	Condition	Safety	Reliability
State	4,608					
Tiers						
1	840					
2	1,424					
3	1,444					
4	900					
5	11,956					

CLM = Centerline miles

Under Construction

System Strategies

Tiers provide a framework to evaluate asset conditions, establish goals and performance targets, and establish strategies to guide the development of the Department's strategic work plan. Tier functions and characteristics are the basis to establish strategies for long-term sustainability, condition expectations, and mitigation of risks achievable within financial constraints and resources.

The Department's Divisions will use tiers to establish and communicate (inside the DOT and outside to the legislatures and public) strategies and priorities for the development of their work plans to meet performance targets of the Balance Score Card (BSC).

Division of Operations

Tiers will provide framework to establish:

- Level of service targets
- Program priorities
- Maintenance priorities
- Work plan priorities for operations and maintenance
- Resource needs for funding, people, material, and equipment

Division of Project Development

Tiers will provide framework to establish:

- Evaluation criteria for asset conditions (pavement, bridges)
- Evaluation criteria for asset performance (Safety & Delay)
- Investment strategies
- Project selection and prioritization of the New Hampshire Ten Year Plan
- Work plan priorities for project development
- Resource needs for funding and people

Division of Finance

Tiers will provide framework to establish:

- Budget allocations by class and organization
- Work plan priorities for budget allocations
- Reports for budget allocations against work accomplishments
- Resource needs for funding and people